SCIP CONTINGENCY #1

APPLICATION FOR FINANCIAL ASSIST
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project A completion of this form.

CB 17J

SUBDIVISION: City of Loveland **CODE#** 061- 45108

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9/16/2005

CONTACT: Chad Ingle, City Engineer **PHONE #** (513) 683-0150, ext 6114

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 583-3040 **E-MAIL** Cingle@Lovelandoh.com

PROJECT NAME: North State Route 48 Roadway Stabilization Project

SUBDIVISION TYPE
(Check Only 1)
__1. County
_√_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_√_1. Grant $ 363,429
__2. Loan
__3. Loan Assistance

PROJECT TYPE
(Check Largest Component)
_√_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 726,858

FUNDING REQUESTED: $ 363,429 (50% grant)

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 363,429
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs. **LOAN ASSISTANCE:$**_____
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
✓ State Capital Improvement Program
__Local Transportation Improvements Program
__Small Government Program

OFFICE OF NEW BURLING
COUNTY ENGINEER
2005 SEP 16 PM 2:3

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0	PROJECT FINANCIAL INFORMATION			
1.1	**PROJECT ESTIMATED COSTS:** (Round to Nearest Dollar)	726,858.00	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$	
	Preliminary Design Final Design Bidding Construction Phase			
	Additional Engineering Services *Identify services and costs below.			N/A
b.)	Acquisition Expenses: Land and/or Right-of-Way			N/A
c.)	Construction Costs:		$	605,715.00
d.)	Equipment Purchased Directly:			N/A
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)			N/A
f.)	Construction Contingencies:		$	121,143.00
g.)	TOTAL ESTIMATED COSTS:		$	726,858.00

*List Additional Engineering Services here:

Service: N/A Cost: N/A

1.2 PROJECT FINANCIAL RESOURCES: :$ 726,858.00 (excludes engineering costs)
(Round to Nearest Dollar and Percent)

			DOLLARS	%
a.)	Local In-Kind Contributions	$	.00	
b.)	Local Revenues	$	363,429.00	50%
c.)	Other Public Revenues	$	.00	
	ODOT	$	.00	
	Rural Development	$	.00	
	OEPA	$	.00	
	OWDA	$	.00	
	CDBG	$	.00	
	OTHER _____	$	.00	
	SUBTOTAL LOCAL RESOURCES:	$	363,429.00	
d.)	OPWC Funds			
	1. Grant	$	363,429.00	
	2. Loan	$	.00	
	3. Loan Assistance	$	.00	
	SUBTOTAL OPWC RESOURCES:	$	363,429.00	50%
e.)	TOTAL FINANCIAL RESOURCES:	$	726,858.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

(see attached)

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

N/A

2.1 PROJECT NAME: North State Route 48 Roadway Stabilization Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

This project is located in the Clermont and Warren County portions of the City of Loveland and consists of the roadway improvement and slope stabilization of State Route 48 (SR 48). Included with the application is a location map that identifies the project area (see attached). The project involves the pavement improvements, the construction of curb and gutter and storm sewer improvements on the roadway and the construction of retaining walls to stabilize the slopes adjacent to the roadway. The project will upgrade fire service by installing new fire hydrants and connecting the new hydrants to the existing 12-inch water line. Approximately 8,112 existing daily users will benefit from the improvement.

PROJECT ZIP CODE: 45140

B: PROJECT COMPONENTS:

The project includes improving SR48 within the Loveland city limits. The City is proposing to improve the pavement and construct curb and gutter and retaining walls. The project costs include:

- Removing existing pavement, trees, headwalls and guardrail.
- Full depth pavement replacement, pavement widening, resurfacing, and installing curb and gutter.
- Construction of retaining walls and repair of existing retaining walls.
- Re-striping of Project area.
- Re-grading areas adjacent to pavement to improve drainage.
- Placing new guardrail.
- Abandon the 4-inch water main.
- Install new fire hydrants (connect to 12-inch water main).
- Construction of new closed storm sewer system.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The SR 48 project area is located north of historic downtown Loveland. The project will begin at the north side of the bridge crossing O'bannon Creek and extend north to the City of Loveland corporation limits. The existing road is approximately 22' wide with 2'paved shoulders in most area within the project limits. In general, the roadway is bounded on one side by existing creek channels. Vehicular traffic is separated from the creek by guardrail at the creek channels. There is one bridge crossing within the project limits. No improvements will be made to the bridge. The total project length is 2,200 linear feet.

D: DESIGN SERVICE CAPACITY:
Detail current service capacity vs. proposed service level.

The posted speed for SR 48 is 35 mph. The Average Daily Traffic total is 5,970 total vehicles and 250 B&C vehicles per day. In addition, 237 homes inside Loveland are to the north of the project area. The existing level of service is B.

Road or Bridge: Current ADT 5,970 **Year:** 2002 **Projected ADT:** _____ **Year:**

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 26.6 years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

(See Attached)

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 726,858.00 (100%)

TOTAL PORTION OF PROJECT NEW/EXPANSION

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01/ 05 / 2006	09 / 31 / 2006
4.2	**Bid Advertisement and Award:**	10 / 01 / 2006	12 / 15 / 2006
4.3	**Construction:**	02 / 01 / 2007	09 / 01 / 2007
4.4	**Right-of-Way/Land Acquisition:**	N/A	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Fred Enderle
	TITLE	City Manager
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	Fenderle@Lovelandoh.com
5.2	CHIEF FINANCIAL OFFICER	William Taphorn
	TITLE	Director of Finance
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	Btaphorn@Lovelandoh.com
5.3	PROJECT MANAGER	Chad Ingle
	TITLE	City Engineer
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	CIngle@Lovelandoh.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[√] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[√] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[√] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[To be submitted by Nov. 1st] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[√] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Frederick E. Enderle, City Manager)

Frederick E. Enderle 9/16/05

Signature/Date Signed

City of Loveland, Ohio
SR 48 North of O'Bannon Creek
Engineers Construction Estimate

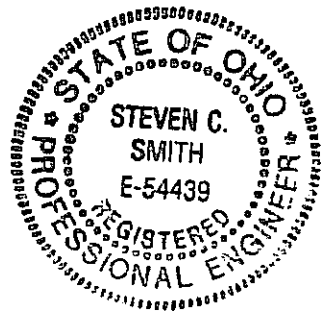
September 9, 2005

Item	Construction Cost			
	Unit	Cost	Quantity	Totals
Mobilization	LS	$10,000.00	1	$10,000
Construction Layout and Staking	LS	$2,000.00	1	$2,000
Maintenance of Traffic	LS	$12,000.00	1	$12,000
Tree Removal	EACH	$800.00	10	$8,000
Pavement Removed	SY	$6.00	1496	$8,976
Curb Removed	F	$3.00	50	$150
Earthwork	CY	$8.00	1000	$8,000
Guardrail Removed	LF	$3.00	200	$600
Structures Removed	EACH	$500.00	3	$1,500
Pavement Planing	SY	$2.00	3882	$7,764
Abandoned water/Remove Hydrant	lump	$3,000.00	1	$3,000
House Service Relocations	F	$20.00	350	$7,000
Fire Hydrant	F	$3,500.00	4	$14,000
Storm				
Headwall	EACH	$1,500.00	4	$6,000
Manhole	EACH	$2,500.00	4	$10,000
CB	EACH	$2,000.00	10	$20,000
12" Storm	F	$35.00	500	$17,500
36" Storm	F	$70.00	50	$3,500
Rock Channel Protection	CY	$400.00	56	$22,400
Sanitary Manhole Adust to Grade	EACH	$500.00	4	$2,000
Asphalt Pavement	CY	$120.00	490	$58,800
Bituminous Asphalt Base	CY	$100.00	285	$28,500
Integral Curb and Gutter	F	$14.00	4200	$58,800
Gabion Wall	SF	$40.00	5040	$201,600
Repair slope	Lump	$18,800.00	1	$18,800
Repair wall	Lump	$54,850.00	1	$54,850
Pavement Markings	F	$2.00	2300	$4,600
Signs, Flat Sheet	EACH	$73.55	3	$375
Regrading residental properties	EACH	$2,000.00	6	$12,000
Guardrail	F	$15.00	200	$3,000
Sub Total				$605,715
20% Contingency				$121,143
Total Estimated Project Cost				$726,858

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THE PROJECT IS 26.6 YEARS.

9/9/05

Professional Engineer's Signature and Official Seal



The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

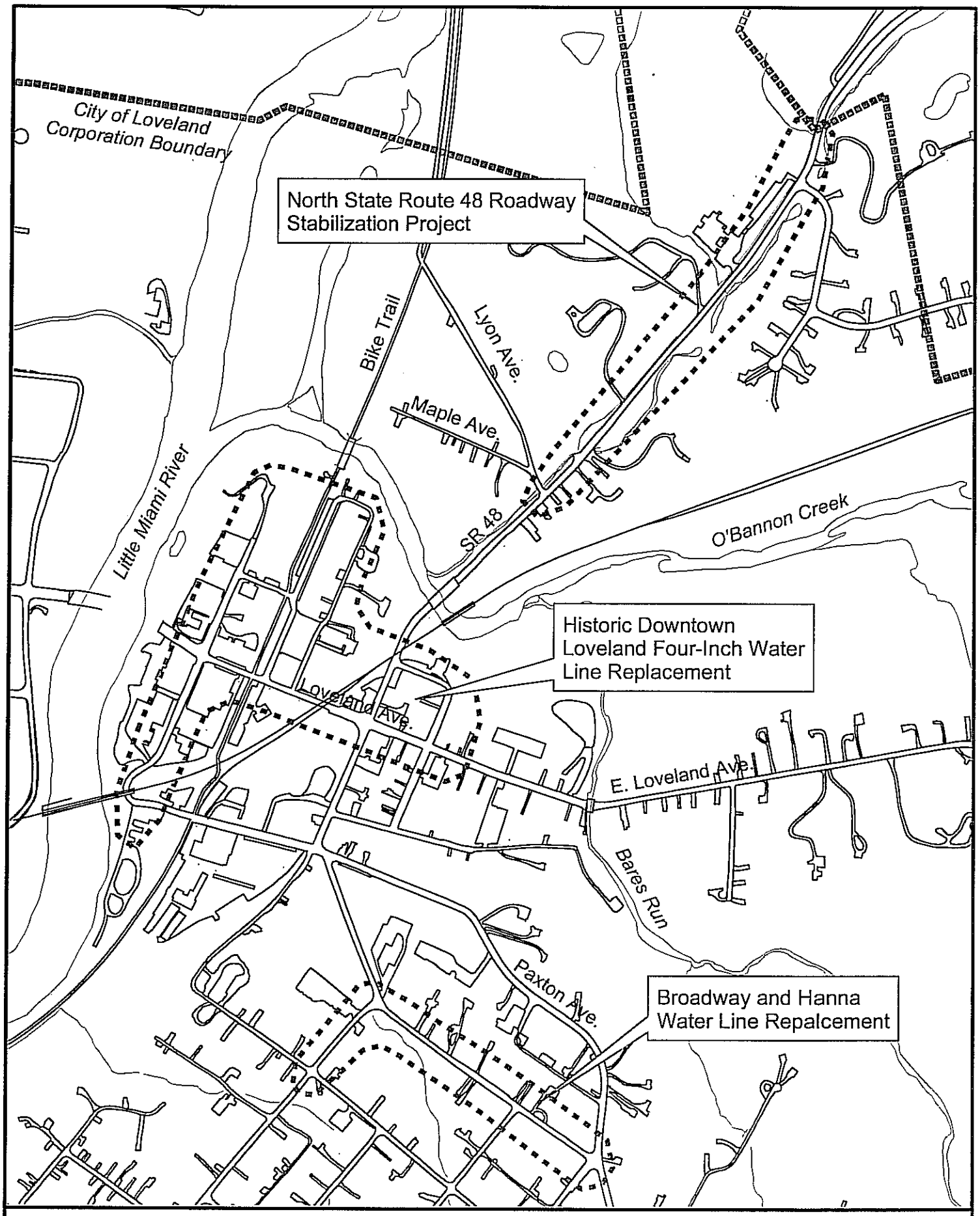
FROM: **Wm. R. Taphorn, Director of Finance**
Please contact me if there are questions or comments (683-0150, ext. 213 – phone mail is open 24/7)

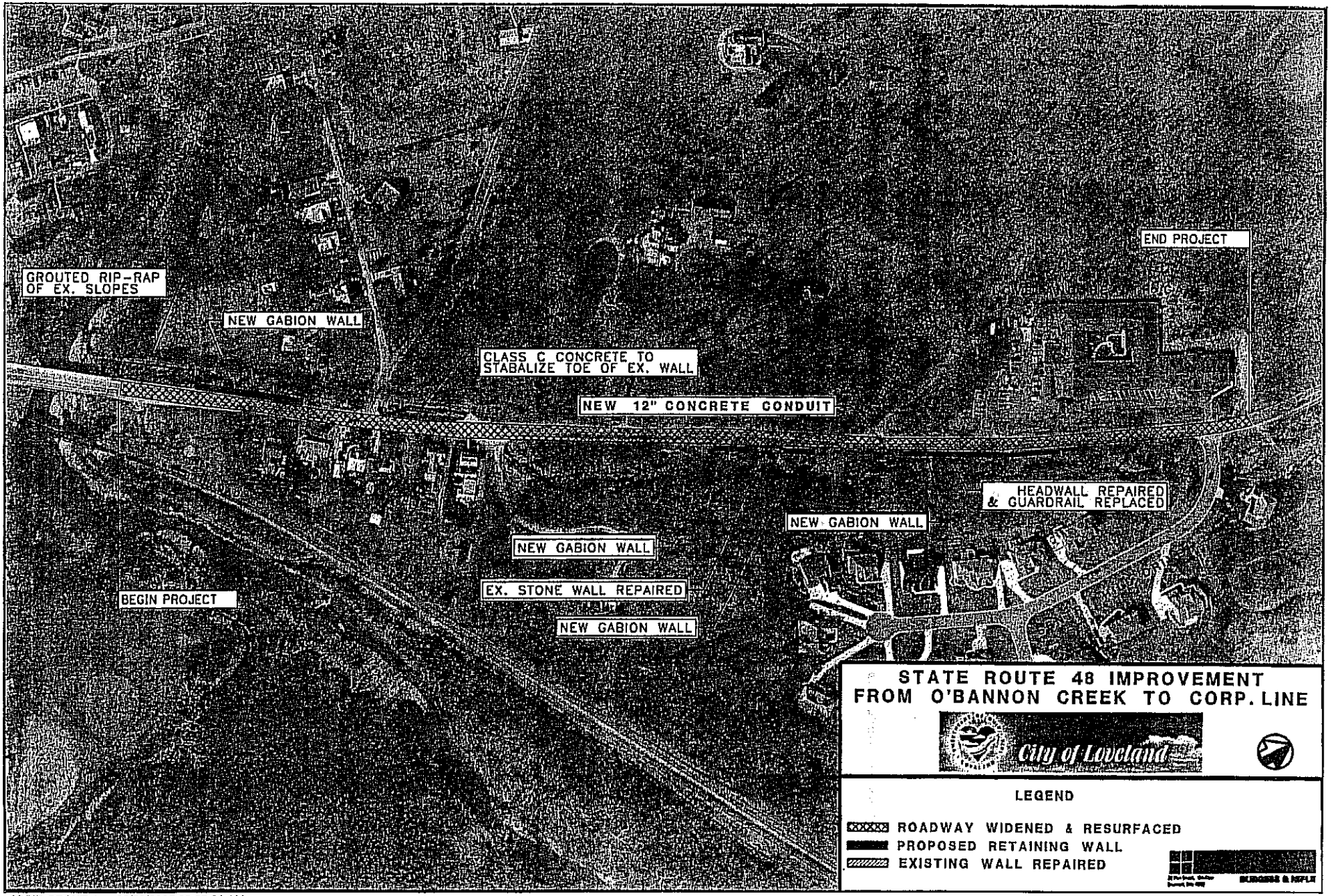
RE: **Certification of Funds, Round 20 SCIP Application**

DATE: **9-12-05**

The City of Loveland will have available revenue to match a 50% grant for the North State Route Stabilization Project applied for in the Round 20 OPWC process. Funds will come from a variety of sources, including but not limited to: Income Tax, Water, Stormwater, State Route 48 State Funds, and other Road funds.

Bill Taphorn


City of Loveland
Corporation Boundary
North State Route 48 Roadway
Stabilization Project
Bike Trail
Lyon Ave.
Maple Ave.
Little Miami River
SR 48
O'Bannon Creek
Historic Downtown
Loveland Four-Inch Water
Line Replacement
Loveland Ave.
E. Loveland Ave.
Bares Run
Paxton Ave.
Broadway and Hanna
Water Line Repalcement
0 250 500 1,000
Feet
1" = 500'
N
2005 SCIP Grant Project Locations
City of Loveland, OH



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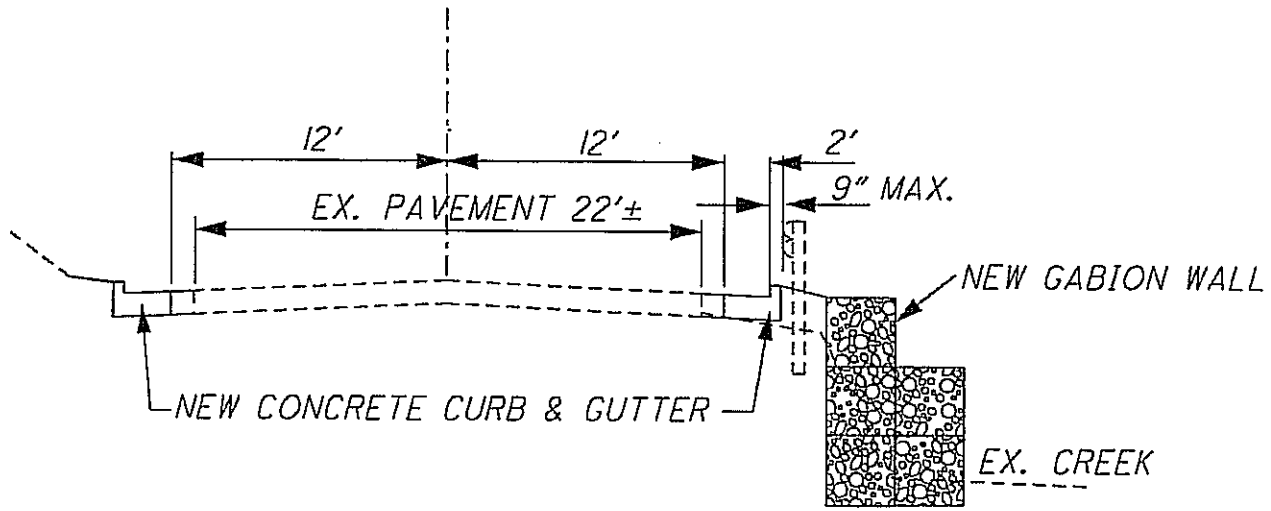

TYPICAL SECTION

STATE ROUTE 48 IMPROVEMENT
FROM O'BANNON CREEK TO CORP. LINE

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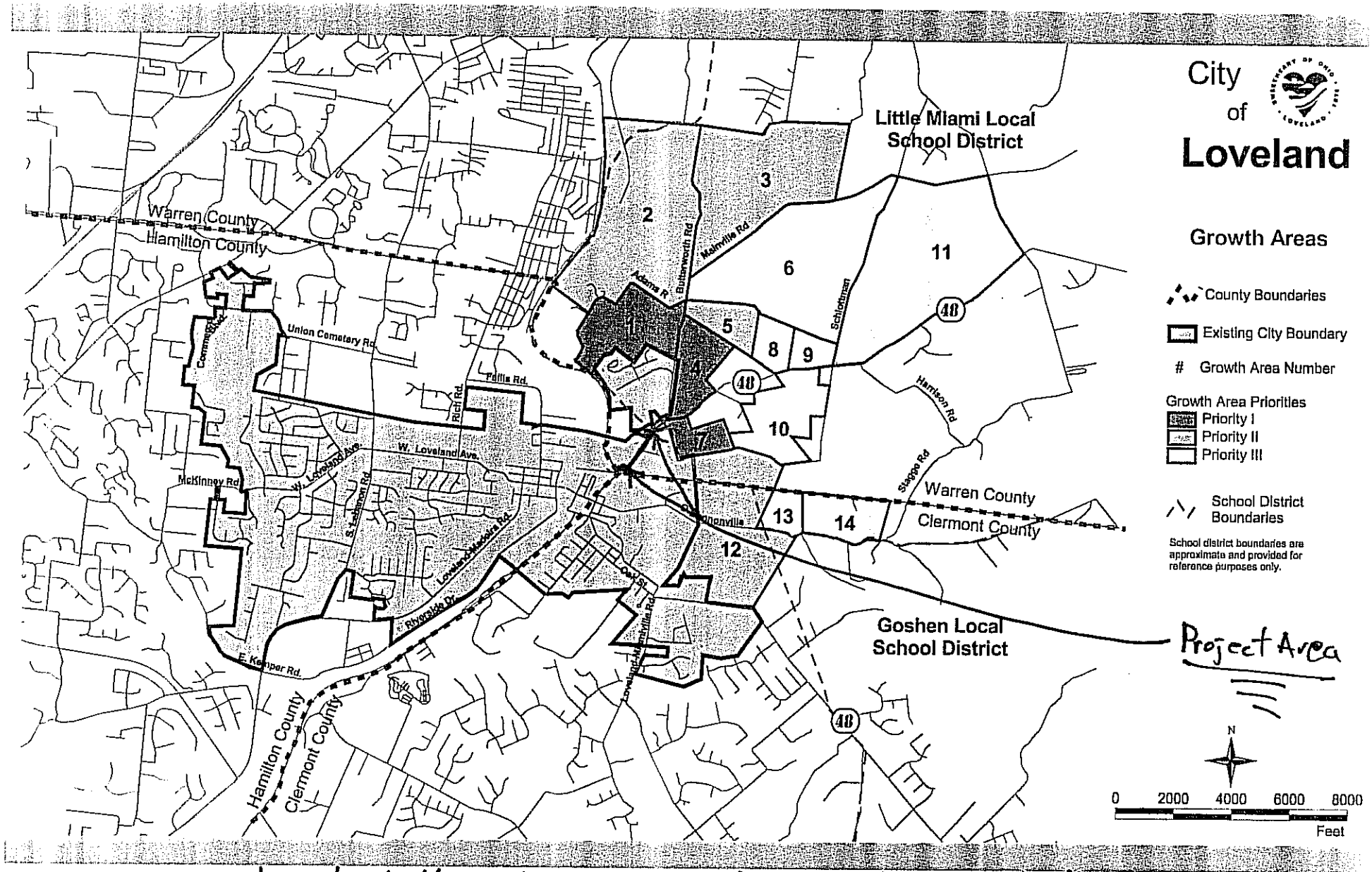


* This map shows Loveland's growth areas, per our 2002 Comprehensive Master Plan, & the project area. Please note that many existing homes & the growth area are connected to Loveland via State Route 48. Thus, this project is essential to Loveland's future economic development.

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

FROM: Fred Enderle, City Manager

RE: Certification of Traffic Counts, Round 20 SCIP Application

DATE: 9-12-05

The City of Loveland conducted a traffic count in 2002 of State Route 48 in the area to be improved if the City's Round 20 SCIP grant is funded. This memorandum is to certify the analysis provided by the City for the Round 20 application. I am City's Chief Executive Officer (C.E.O.).

I certify that the 2002 traffic count of 5,790 vehicles per day is an accurate figure for State Route 48.

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

TO: Tom Carroll, Assistant City Manager

FROM: Larry Moreland, Public Works Superintendent

RE: Round 20 SCIP Application Condition Analysis

DATE: September 15, 2005

The four-inch water line along State Route 48 is approximately 85 years old. [1] The water line is beyond its useful life and is in need of retirement as soon as feasible. The water line is fitted with lead joints and is a considerable maintenance burden because of its age and poor condition. The line is continuously leaking in an undetermined location right at the Lyons Creek crossing; its retirement is all the more necessary as a result.

New fire hydrants are necessary along State Route 48 to replace the old obsolete "bourbon" style hydrants. Almost 240 homes are served by the waterlines to the north of the proposed State Route 48 project.

Conclusion

The condition of the four-inch public waterline along State Route is very poor and needs to be improved as soon as possible.

Larry Moreland

[1] The City of Loveland City Hall burned down in 1973; most city records were destroyed in this fire and more definitive documentation as to the age of these streets, sewer and water lines is not available.

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

September 14, 2005

To Whom It May Concern:

I hereby certify that the attached is true and accurate copy of Ordinance 2005 – 60,

which was approved by Loveland City Council on September 13, 2005.

Linda J. Cox

Linda J. Cox, Clerk of Council
City of Loveland, Ohio

RESOLUTION 2005 - 60

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM 2006 FUNDS AND EXECUTION OF PROJECT AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

WHEREAS, in order to be eligible for State Capital Improvement Program (S.C.I.P.) 2006 funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio;

Section 1. That the City Manager be and he is hereby authorized and directed to file an application for 2006 S.C.I.P. funds to the District Public Works Integrating Committee.

Section 2. That the City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

Section 3. This Resolution shall take effect from and after its passage.

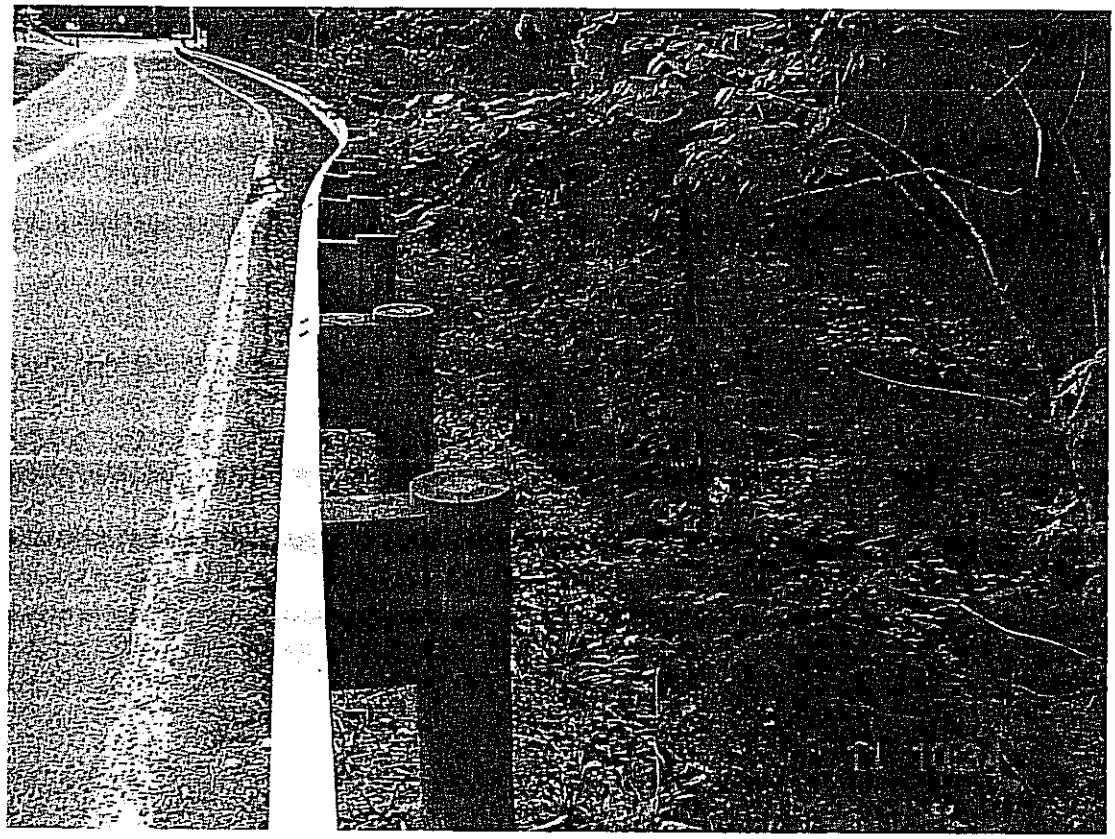
Joseph Schneider
Mayor Pro Tem

Linda J. Cox
Clerk of Council

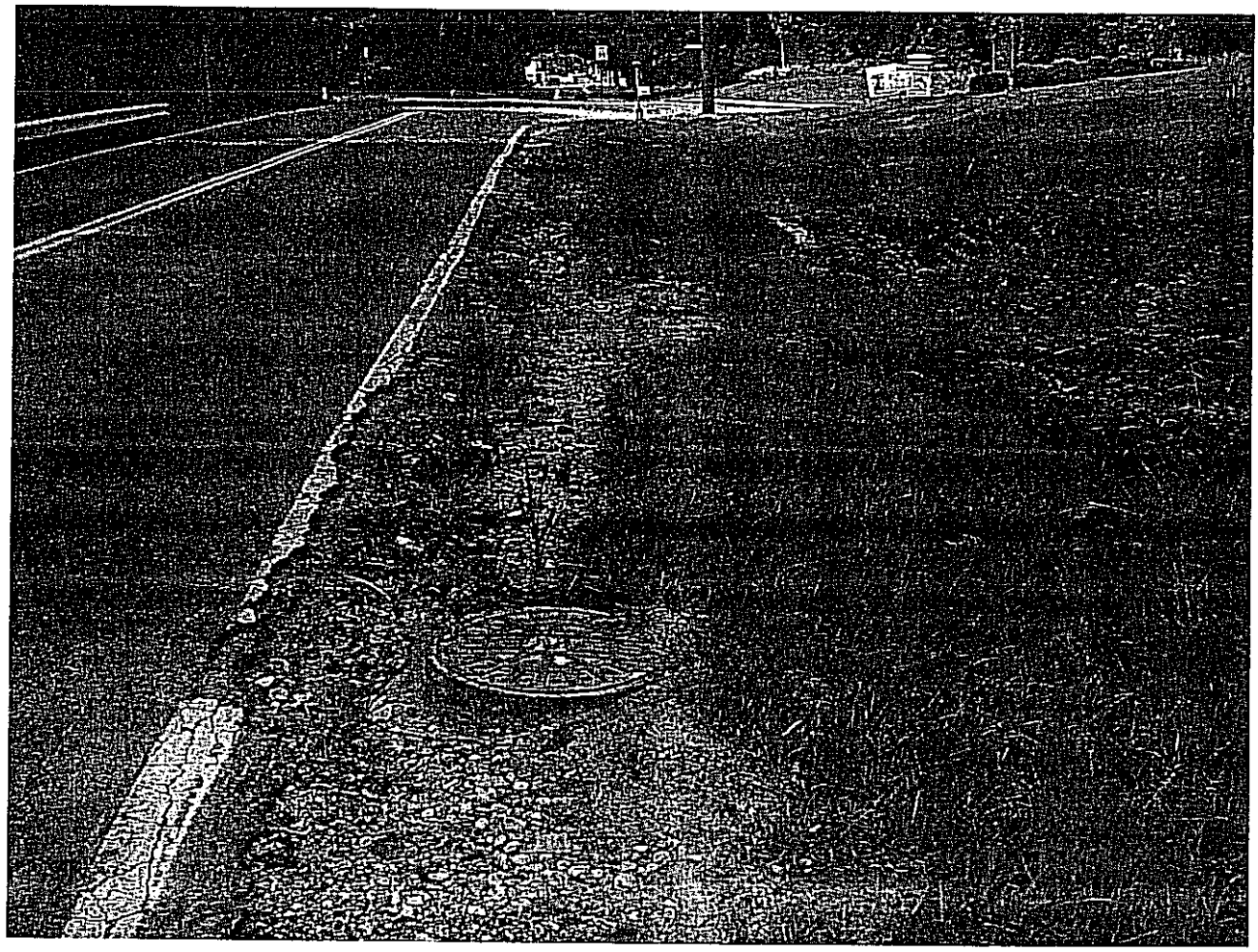
Approved as to Form:

City Solicitor

Passed: 9/13/05

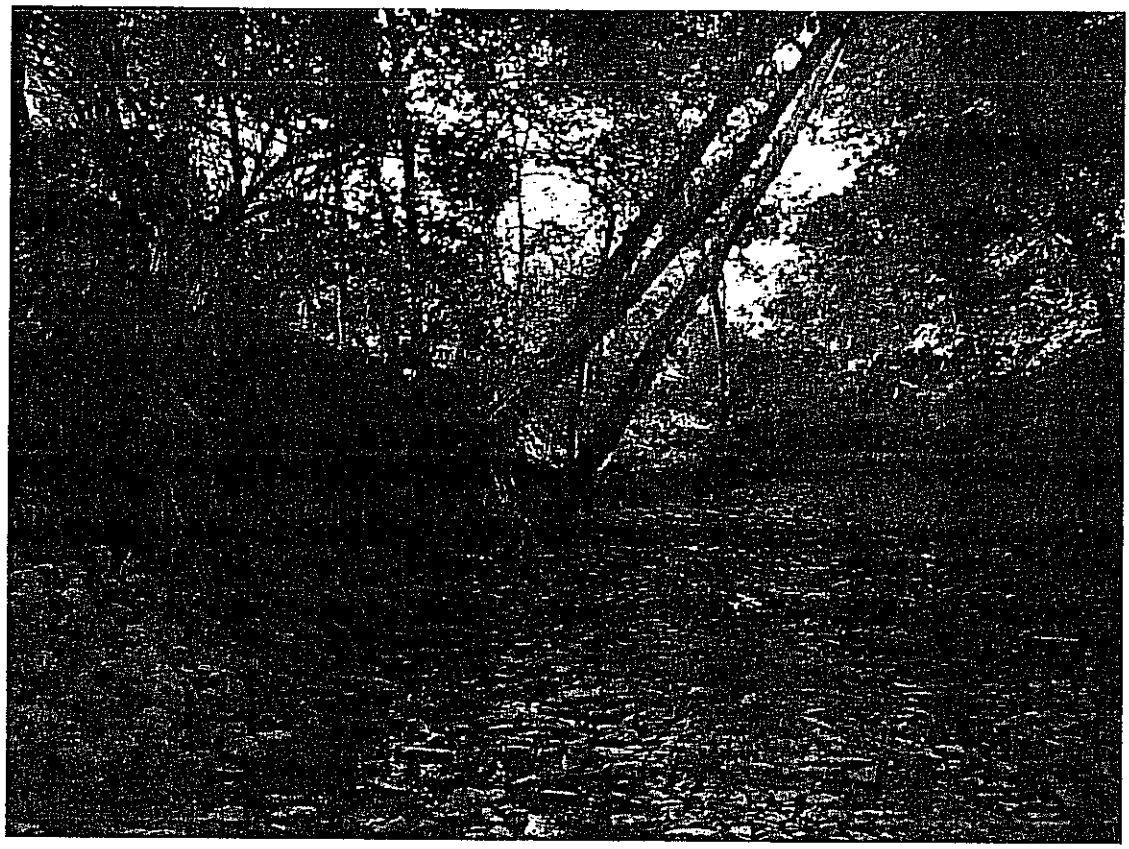


Pavement Failure Area Adjacent to Creek

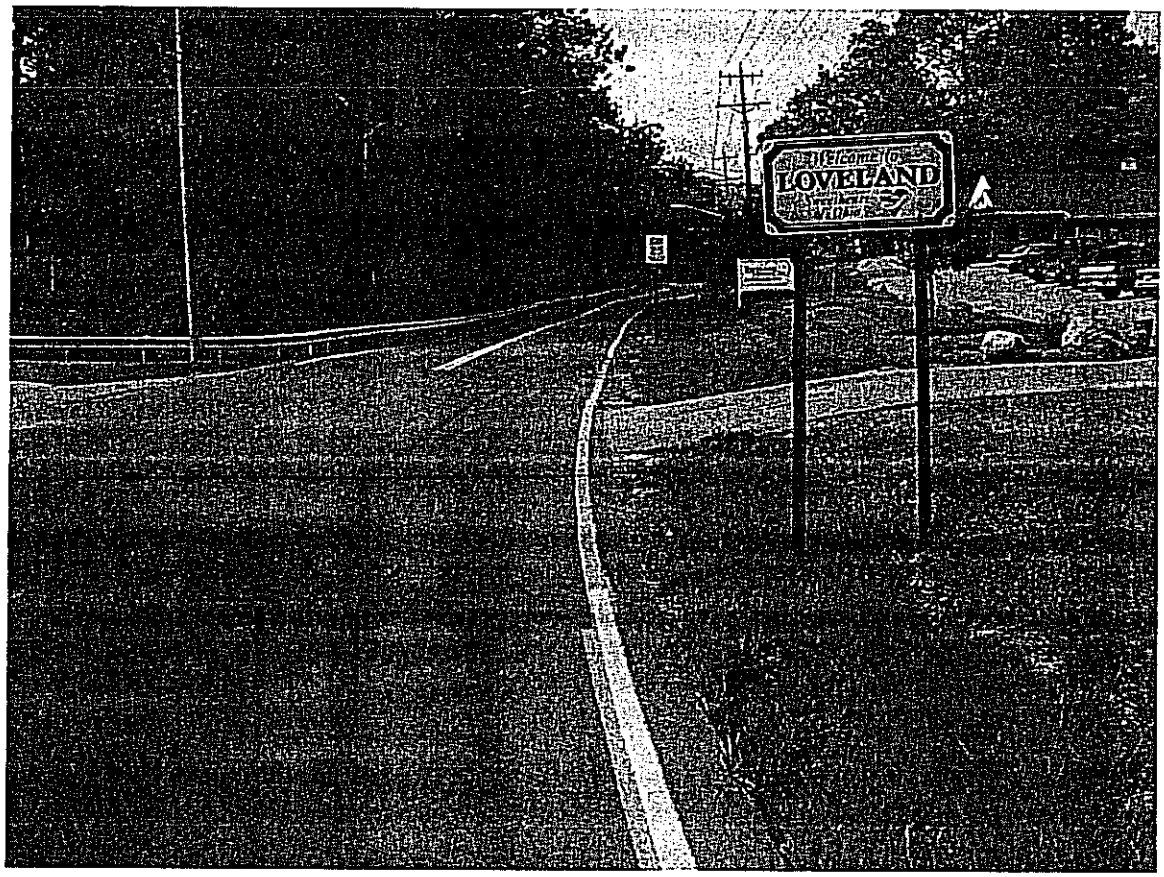


Typical Pavement Deterioration

Existing Wall Requiring Repair
Rip Rap Needed to Prevent Scour at Toe of Wall



Creek Channel east/south of SR48
Typical Erosion of Existing Creek Bank



End of Project (looking south)

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)
Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

SR 48 within the project is approximately 22' in width with paved shoulders. The posted speed is 35 mph. Current ODOT standards based on ADT would require 24' of pavement with a 2' paved shoulders or curb and gutter. Storm water flow has caused significant deterioration of the existing pavement edges. Storm sewer runoff is not controlled effectively with the project area resulting in standing water and excessive spread on the pavement.

The roadway is located adjacent to a creek channel. Due to scour within the channel, portions of SR 48 have begun to erode and slip toward the creek. The scour has caused portions of the guardrail to move and drop in elevation. The effected guardrail does not meet the ODOT guardrail height requirement. The scour has caused some major tree to be undermined. The project will remove the damaged trees.

The water system located within the project area includes 4-inch, 6-inch and 12-inch water mains. The project will connect the existing house services to the 12-inch water main in the Warren County portion of the project. New fire hydrants will be constructed and connected to the 12-inch water main. This will provide improved fire protection to the area. The 4-inch and 6-inch lines will be abandoned after new house and fire hydrant connections to the 12-inch main are completed.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The SR 48 improvements will provide pavement widths that meet ODOT's design criteria. The wider pavement and curb and gutter will provide improved drainage on SR 48. The reduction of water spread and standing water will improve roadway safety in rain and snow conditions. The slope stability and guardrail improvement will insure that the roadway will not have a major

pavement failure that could cause an accident or close the roadway until repairs are completed. A major closure or pavement failure to this section of SR 48 would cause a decrease in fire and police response ability for the residents of Loveland located on the north side of the project area including Loveland Health Care.

Police accident statistics (attached) clearly demonstrate that there have been seven (7) accidents in the project area since 1997, making the improvement of safety in this project area a clear priority for Loveland. Residents have also expressed their concern about speeding and traffic safety (see attached letters from residents bordering the project area).

3) How important is the project to the health of the Public and the citizens of the District and/or service area? Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As stated in the attached letter from Larry Moreland, the City's Public Works Superintendent, these water pipes are fitted with old-type lead joints, which pose a health risk for the residents in this area (see attached information on health risks associated with lead in drinking water from the U.S. Environmental Protection Agency). According to the EPA, drinking water contributes 10% to 20% of lead exposure to children in the United States, which is proven to cause brain, kidney and nervous system damage. The new lines will eliminate this potential concern for those residents served by these water lines and beyond.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction? The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 North State Route 48 Roadway Stabilization Project

Priority 2 Broadway and Hanna Four-Inch Water Line Replacement Project

Priority 3 Historic Downtown Loveland Four-Inch Water Line Replacement Project

5) To what extent will the user fee funded agency be participating in the funding of the project? (example: rates for water or sewer, frontage assessments, etc.).

The City's Water and Stormwater Funds will pay for approximately $104,900 of the project costs. Both revenue sources are supported by user fees from residents. The balance of the project would be paid for from general fund and OPWC funds.

6) Economic Growth – How will the completed project enhance economic growth. Give a statement of the projects effect on the economic growth of the service area (be specific).

The area north of the project is the City of Loveland's growth area, as identified in our Comprehensive Master Plan Update (see attached map). The City of Loveland envisions annexing more than 2,000 acres of additional territory to the north of the project area in the coming years. State Route 48 is the only link to this growth area, and is therefore of vital importance to the City's broader economic development goals. Without a stable State Route 48, the City will be cut off from its growth area and unable to annex, grow, and add jobs to our community.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

The City has requested that the Ohio Department of Transportation (ODOT) participate in this project, though we have not received a firm commitment from ODOT ensuring they will join us and therefore no ODOT funds are included in our project budget. ODOT has informed us that they have plans to resurface this portion of State Route 48 in 2009, and would be able to contribute a discounted financial amount if the City's project is undertaken in 2006 or 2007. The City is therefore proposing that the project be undertaken in 2006 with a straight fifty percent (50%) match from the City of Loveland.

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district? Describe how the proposed project will alleviate serious capacity problems (be specific).**

No. The existing level of service in the area is B, and the addition of curb and gutter will maintain this existing level of service.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS B Proposed LOS B

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) **If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6 months for construction (12 including design). Loveland has been able to award contracts for previous SCIP projects in accordance with OPWC project guidelines and timeframes. If funded, the City will commence design in the first half of 2006 and be in a position to award the contract in the second half of 2006.

a.) **Are preliminary plans or engineering completed?** Yes _____ No √ N/A _____

b.) **Are detailed construction plans completed?** Yes _____ No √ N/A _____

c.) **Are all utility coordination's completed?** Yes _____ No √ N/A _____

d.) **Are all right-of-way and easements acquired (if applicable)?** Yes _____ No _____ N/A √

If no, how many parcels needed for project? N/A **Of these, how many are: Takes** _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

The project is feasible within the existing right of way. Any temporary construction easements that may prove necessary once the project is designed will be obtained prior to contractor mobilization.

e.) Give an estimate of time needed to complete any item above not yet completed. 3 months

11) Does the infrastructure have regional impact? Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Yes. This project is on State Route 48, a major component of the transportation system for Loveland, Miami Township, Goshen Township, and the rest of Hamilton, Clermont and Warren Counties. The project is in between rapidly growing areas in Warren and Clermont Counties. In August of 2005, the City closed State Route 48 just south of the project area for one week due to a sanitary sewer line project that connected to a manhole in the middle of SR 48. Traffic was detoured to Fosters-Mainville and Montgomery Road, demonstrating the significant importance of this roadway for the region because of the significant distance required for the detour. Complaints to the City about this week-long closure were also made on a regional basis.

12) What is the overall economic health of the jurisdiction? The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

The City of Loveland's economic health is rated a six (6).

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No. The City is very concerned, however, that SR 48 could collapse, posing a serious public safety and emergency response problem for many Loveland residents.

Will the ban be removed after the project is completed? Yes _____ **No** ___√___ **N/A** _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 5,970 X 1.20 = 7,164 Users

Water/Sewer: Homes 237 X 4.00 = 948 Users

Combined Users: 8,112 Total Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax ____X____

Infrastructure Levy _____ Specify type _____

Facility Users Fee ____X____ Specify type Facilities User Fees

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax ____X____ Specify type Impact Fee

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: CITY OF LOVELAND

NAME OF PROJECT: NORTH SR 98 ROADWAY STABILIZATION PROJECT

RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
(17) - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

AREAS OF PAVEMENT EDGES BREAKING UP DUE TO POOR DRAINAGE (NO DITCHES)

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

HEALTH CARE FACILITY ON NORTH SIDE OF PROJECT

Appeal Score _____

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
5 - Poorly documented importance
(0) - No measurable impact

LEAD JOINTS?

Appeal Score _____

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99% 25%
7 – 30% to 39.99%
6 – 40% to 49.99%
~~5~~ – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?

Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

10

7) Matching Funds - LOCAL

~~10~~ – This project is a loan or credit enhancement
~~10~~ – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
~~4~~ – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

~~25%~~ 50 JDC

List total percentage of "Local" funds ~~25~~ 50 %

OK JDC

DOUG & ERIC:
PLEASE CHECK THIS.

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER List total percentage of "Other" funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) – Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
(2) - Project design is for no increase in capacity.

Appeal Score
_____

Criterion 9 – Alleviate Capacity Problems
The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

(5) Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
(8) – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
(4) 4,000 to 7,999
2 - 3,999 and under

? COMBINED USERS (TRAFFIC/WATER)

Appeal Score _____

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

(5) Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.